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CENTRAL INTELLIGENCE AGENCY

REPORT NO.  

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## INFORMATION REPORT

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COUNTRY USSR (Moscow Oblast)

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SUBJECT Moskva/Izmaylovo Airfield

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1. The airfield was at the end of the village of Izmaylovo (37°48' E/55°48' N), Moscow Oblast, which extends in N-S direction, and is south of the Moscow-Yaroslavl (39°52' E/57°37' N) highway. Izmaylovo was at the terminus of the Moscow subway. About 1 km west of the airfield was the largest Moscow monastery, which was distinguished by one large and two small onion-shaped towers.
2. The landing field, about 3 x 1½ to 3 km was partially drained and had two crossing runways.
3. The following buildings were available:
  - a. Three new brick hangars (steel structures)
  - b. Five solid slag-stone huts with flight control station, radio and weather station.
  - c. Two large assembly shops: Dark brick buildings (steel structures) with sloping roofs, skylights and large sliding gates.
4.   large lathes, milling machines, two annealing furnaces, one large and several small dies and a precision workshop were available there. Aircraft were overhauled and helicopters for the naval air force were assembled in the assembly shops with a work force of about 200 Soviet skilled laborers working in three shifts of 60 to 80 men each.
5. The field was occupied by:
  - a. Ten to twenty fighters
  - b. Three to four biplanes
  - c. Fifteen to twenty twin-engine Douglas
  - d. Four new twin-engine aircraft (since May 1949): Two in-line engines under the wings, engine ramp protruding over trailing

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edge of wings. Leading edge of wings tapering, trailing edge straight. Double rudder assembly. Elevator assembly swept back and dihedral. Stern tip protruding over tail unit. Slim fuselage with semi-glazed nose. Light blue paint. Shorter take-off run than Douglas, faster and more maneuverable.

6. a. The first helicopter with the following features was completed in June 1948: Enclosed cabin fuselage with one propeller at nose and another horizontal propeller over mid-fuselage. The plane crashed over the field.
- b. The second helicopter was tested in the Summer of 1949. It was a new model with the following features: Two enclosed "pontoons" with two "cross beams" above, 2 to 3 meters apart, carrying the engine in the middle section. An unusually large propeller driven by a 3-meter shaft rotated over the engine. There was a 3-man crew. For weeks it was impossible to make this naval air force test plane fly although the engine ran at high speed on the ground and made an unusually loud noise. The first flight was made in September 1949 and after that the plane flew once or twice a week and was continually improved. In the Spring and Summer of 1949 military commissions and high-ranking naval officers were present at every take-off.
7. Flying activity: Commercial flights on schedule and flight training with twin-engine Douglas planes. Practice flights with fighters, individual parachute jumps from biplanes, night flights with Douglas and fighters every night.

Comment:

a. The report contains valuable information supplementing previous reports. The estimated dimensions indicate that the field has been expanded as was also reported in 1947. The information that two runways crossing each other are at the field is new. Only one runway was previously seen from outside.

b. The information on the development and construction of helicopters by the naval air force is of interest. It was confirmed by previous observations.

c. From the observed flying activity it is inferred that the jet fighters previously observed over Moscow\* are not stationed at the Izmaylovo airfield.

d. The type of the new twin-engine aircraft described in para 5d cannot be determined. In connection with other reports it is, however, assumed that they are IL-12s.

e. The airfield is still believed to be a training and courier airfield of the Soviet Naval Air Force.